

A PHOTOGRAPHIC SURVEY OF THE
WILMINGTON & WELDON RAILROAD CORRIDOR

Volume V
(Battleboro to Weldon)

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INTRODUCTION

The photographs in this volume of *A Photographic Survey of the Wilmington & Weldon Railroad Corridor* were taken between 10 March 2002 and 15 March 2002. The volume was assembled on 21 June 2003. A Pharos iGPS-180 global positioning system was used to obtain coordinates for the general location of objects that were found outside incorporated areas, and for other objects deemed beneficial to provide coordinates. In all cases where GPS was used, the coordinates identify a position on a public road where the object can be viewed. Maps used in this study include the *North Carolina Atlas & Gazetteer* published in 1993 by DeLorme Mapping, the *North Carolina State Road Atlas* published by Alexandria Drafting Company in 1999, and W. P. Cumming's *North Carolina in Maps* published in 1966 by the North Carolina Department of Archives and History.

Dr. W. Frank Ainsley of the UNC-Wilmington Department of Earth Sciences was the advisor for this survey. The field crew for this volume included Victor Galloway and Chanda Wynne. F. Donald Hickman proofed the final draft of this volume.



Figure 634

This is the railroad crossing at the intersection of W. Main and Railroad Streets in Battleboro.



Figure 635

This is a view looking north on Railroad Street in Battleboro.



Figure 636

The commercial structures on the south corner of W. Main and Railroad Streets appear abandoned.



Figure 637

This is a closer view of a commercial building on the south side of W. Main Street near Railroad Street.



Figure 638

This commercial building on the south side of W. Main Street appears to in use. However, at the time this photograph was taken (Sunday, March 10, 2002), it could not be verified.



Figure 639

The sign outside the door of this building proclaims "Something For Everyone."



Figure 640

This is a view of the remaining commercial buildings on the south side of W. Main Street.



Figure 641

This commercial structure stands at the north corner of W. Main and Railroad Streets.



Figure 642

This large structure appears to be abandoned (*See Figure 641*).



Figure 643

This agriculture facility on the north end of Railroad Street appears to be functional.



Figure 644

This is the extreme north end of Railroad Street in Battleboro.



Figure 645

On this east side of the tracks at Battleboro, on Braswell Street, is a solitary residence.



Figure 646

The greater part of Braswell Street these brick walls.



Figure 647

The large enclosed area appears to have been the site of a substantial dwelling. The buildings located at the rear of the parcel could have been servant quarters.



Figure 648

This is a closer view of the two structures at the rear of the same parcel.



Figure 649

This is another view of the same structures.



Figure 650

This view of one of the entrances to the large enclosed parcel at Battleboro.



Figure 651

This photograph shows detail of the brick and concrete construction of these units.



Figure 652

This is another view of the same entrance.



Figure 653

This close up photograph shows details of northeast corner unit on the same wall.



Figure 654

This is the water tower at Whitakers.



Figure 655

The Nash and Edgecombe county line is located near the railroad tracks. This is the intersection of W. Railroad Street and NC 44 at Whitakers.



Figure 656

The bank building at Whitakers is located on the south corner of E. Railroad Street and NC 44.



Figure 657

This impressive structure is abandoned. Whitakers, like other small towns within the corridor, declined when they ceased to be distribution points on the line. The construction of I-95 placed once thriving railroad towns in the backwaters.



Figure 658

The Whitakers Medical Center on E. Railroad Street is one of the commercial buildings in the town that has been rehabilitated for modern usage.



Figure 659

The abandoned Pittman & Whitakers Store is located at the intersection of W. Pittman and N. W. Railroad Streets.



Figure 660

This is a view of the fading signage painted on the south side of the Pittman & Whitakers Store.



Figure 661

This is the storefront of the Pittman & Whitakers Store.



Figure 662

A sign outside the Pittman & Whitakers Store provides evidence of its later usage as a mechanic's garage.



Figure 663

Note the cast iron ornaments set on the beam supporting the masonry over the storefront.



Figure 664

This is a close up of one of the ornament on the supporting beam over the storefront of the Pittman & Whitakers Store.



Figure 665

This old store on W. Railroad and Pippen Streets is a laundry.



Figure 666

This is a view of the north end of W. Railroad Street.



Figure 667

This is the long view of the south side of E. Railroad Street.



Figure 668

This small commercial structure, with an elegant masonry façade, is located on the north side of E. Railroad Street.



Figure 669

This abandoned “Queen Anne” style home is located on NC 44 within sight of the railroad crossing.



Figure 670

This is close up view of the roof of the same house.



Figure 671

This is a view of the west side of the same house.



Figure 672

This is the lot adjacent to the abandoned house (*See* Figures 669 through 671) has been restored. It has a $\frac{3}{4}$ Georgian layout with neoclassical elements added onto it.



Figure 673

This is a view looking south down the tracks near the center of Enfield.



Figure 674

This is the Masonic Temple on SE Railroad Street at Enfield.



Figure 675

Residential structures on SE Railroad Street in Enfield.



Figure 676

This house on SE Railroad Street is $\frac{3}{4}$ “Georgian” design with a full-length porch on the front and half porch on one side.



Figure 677

Residential structures on SW Railroad Street.



Figure 678

This is the view looking north along the track towards the crossing at NC 481 at Enfield.



Figure 679

Another view of the crossing.



Figure 680

The corner of NW Railroad and NC 481.



Figure 681

The signal tower at Enfield.



Figure 682

This photograph of the same signal tower was taken in October 2000. Note the library building in the rear of the photograph.



Figure 683

This is a photograph of the same library building at Enfield taken in March 2002.



Figure 684

This photograph of the depot at Enfield was also taken in March 2002.



Figure 685

The Enfield Depot is now used at a police station.



Figure 686

This is a view of the north side of the Enfield Depot that was taken in March 2002.



Figure 687

The Enfield Depot appears to undergone rehabilitation since this photograph was taken in October 2000 (*See* Figures 684 through 686).



Figure 688

This Centura Bank at Enfield is another example of the rehabilitated structure in Enfield. Part of it appears to have been a bank originally.



Figure 689

Next to the Centura Bank are other commercial structures that have been rehabilitated. Compared to Fall 2000, Enfield has undertaken a substantial renovation of its business district.



Figure 690

This commercial structure is located on the east side of the railroad crossing at NC 481.



Figure 691

This is a view of the commercial structures on NW Railroad Street looking south from the intersection at Franklin Street.



Figure 692

This commercial building on NW Railroad Street has yet to be renovation.



Figure 693

Likewise, the structure adjacent to the structure seen in the previous figure (*See* Figure 692) has yet to undergo renovation.



Figure 694

One can follow the progress that the revitalization of the commercial district of Enfield by examining structures at the north end of town on both sides of the railroad.



Figure 695

Revitalization efforts have yet to include this warehouse on the east side of the tracks on the north side of Enfield.



Figure 696

This photograph shows some of the different phases of construction that can be seen in the warehouse on the northeast side of the tracks at Enfield (*See* Figure 695).



Figure 697

This abandoned warehouse on NW Railroad Street appears to be the oldest of the warehouses on the north side of Enfield (N 36° 10.9496, W 077° 39.8626).



Figure 698

This is a view of the south side of the same warehouse (*See* Figure 697).



Figure 699

This photograph shows the entire south side of the same warehouse.



Figure 700

This photograph reveals details of masonry on the same warehouse (See Figures 697 through 699).



Figure 701

This is a view of the north side of the same warehouse.



Figure 702

The extreme north end of Enfield on Halifax Street there is an industrial site of considerable size (N 36° 11.0548, W 077° 39.7393).



Figure 703

This is the north side of the same structure.



Figure 704

The railroad crosses over NC 561 south of Halifax (N 36° 18.9910, W 077° 35.8947).



Figure 705

This old tin-clad commercial structure is located on Highway 301 south of Halifax (N 36° 19.0430, W 077° 35.7312).



Figure 706

This is the railroad bridge over Quankey Creek south of Halifax (N 36° 19.0839, W 077° 35.7170).



Figure 707

This is a wider view of the same bridge.



Figure 708

This small tool shed is all that remains at the site of the Halifax Depot.



Figure 709

This is a view looking west from the site of the railroad depot at Halifax.



Figure 710

This is a view of the houses on the east side of the tracks at Halifax.



Figure 711

This is another house on the east side of the tracks.



Figure 712

This large church is visible from the tracks at Halifax. There appears to be no warehouse or commercial structures near the track.



Figure 713

The marker at Halifax (N 36° 19.5888, W 077° 35.6113) is the like site of the original station.



Figure 714

This is another view of the same site.



Figure 715

The track curves north toward Weldon.



Figure 716

This is a view of Halifax near the tracks looking south.



Figure 717

This trestle at Weldon is currently in use. It goes directly over the Roanoke River and bypasses Weldon.



Figure 718

This is another view of the same trestle.



Figure 719

Weldon's business district can be seen east of the trestle.



Figure 720

Track passes in front of this block of commercial buildings in Weldon's business district.



Figure 721

The trestle continues north to the current railroad bridge over the Roanoke River.



Figure 722

This track passes east of the trestle, but does not continue north.



Figure 723



Figure 724

Note how the buildings in this parcel were built to conform to track placement.



Figure 725

This is wider view of the same block.



Figure 726

The angular block (*Figure 723 through Figure 725*) is located on Washington Street in Weldon.



Figure 727

The track continues across First Street. This library building was once a depot.



Figure 728

This old warehouse is the last structure at the end of the track.



Figure 729

This caboose is located near the old depot site.



Figure 730

This is a view of west side of Washington Street.



Figure 731

This is another view of Washington Street.



Figure 732

The 1950s covering on this commercial building on Washington Street has been removed to reveal an earlier ornate façade.



Figure 733

This is a wider view of the same building.



Figure 734

Fine stonework is exposed after the removal of the aluminum covering. Notice the historic marker in the right hand side of the photograph.



Figure 735

This is a photograph of the author standing near the historic marker seen in *Figure 734*. The photograph was taken on an earlier trip to Weldon in November of 2000.



Figure 736

North of Weldon there are two railroad bridges that cross the Roanoke River. The bridge in the background is the only one currently in use.



Figure 737

Early railroad bridges over the Roanoke River were wooden lattice truss (covered) bridges resting on stone piers.



Figure 738

Some of the piers of this bridge were reinforced with a girde of iron plates.



Figure 739

A wider view of the north side of the same bridge.



Figure 740

These steel girders are all that remains of an early highway bridge over the Roanoke River on US Highway 301.



Figure 741

These are the piers on the north side of the same railroad bridge seen in *Figures 736 – 739*.



Figure 742

This photograph shows one of the stone piers of the same bridge. Compare this stonework with the piers of the Rockfish Creek railroad bridge near Wallace (*See* Volume 3, Figures 284 through 289).



Figure 743

Some cut stone blocks can be seen litter the ground on the north side of this bridge.



Figure 744

This photograph shows the iron plates that girdle some of the piers.

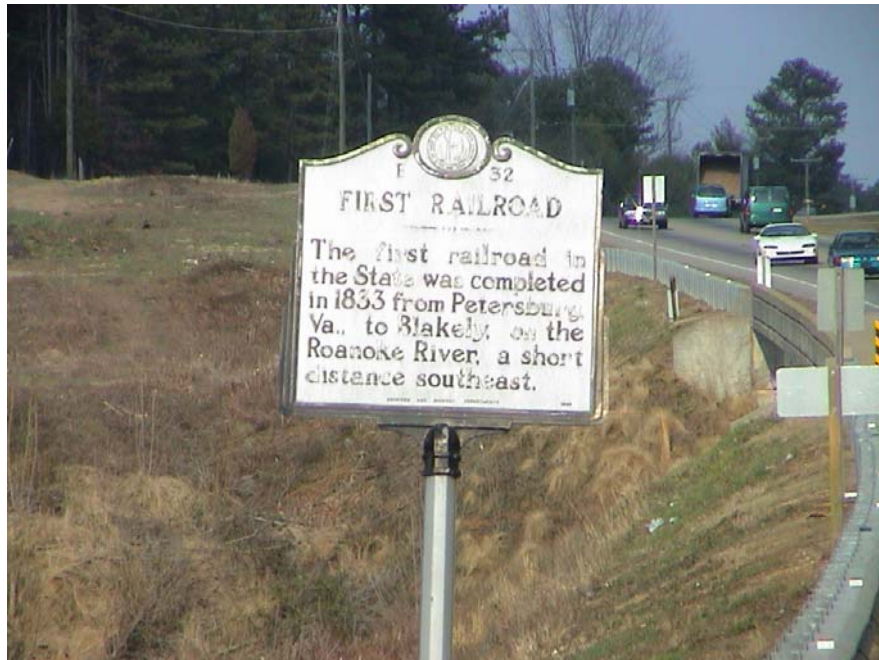


Figure 745

This historic marker on the north side of the Roanoke River on US 301 east of the old railroad bridge mentions the Petersburg Railroad that was completed in 1833.



Figure 746

The Roanoke Canal joined the Roanoke River at this point east of railroad. The bridge on US 301 can be seen in the distance from here.



Figure 747

Below the rocks is the silted in mouth of the canal.



Figure 748

This is a section of the old canal.



Figure 749

This is a wider view of the same section of the canal.



Figure 750

This structure stands near the mouth of the canal.



Figure 751

This is another view of the same structure.



Figure 752

A rail bed passes close to the structure.



Figure 753

Decaying railroad ties are visible in the rail bed.



Figure 754

This spike was found near one of the ties as it appears in this photograph. There other spikes in and about the area.



Figure 755

The rail bed continues to the edge of the canal.



Figure 756

This photograph shows detail of the brickwork on the building near the canal.



Figure 757

This is a wider view of the south side of the same structure.

Additional Photographs



Figure 758

This is a house on Mary & Elias Street in Faison that was not photographed before Volume 4 was assembled.



Figure 759

Note the unusual second story construction.



Figure 760

This double single-roomed dwelling is located between Enfield and Halifax on US 301.



Figure 761

This is another view of the same structure.



Figure 762

UNC-Wilmington graduate student Chanda Wynne was in charge of maps and GPS during this project. This photograph was taken at Dudley.



Figure 763

Victor Galloway provided technical support for this project. This photograph was taken between Calypso and Mount Olive.

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